

build on Senator Wellstone's historic achievements in this policy area and put an end to the discrimination faced by individuals with mental illness once and for all.

I was a proud cosponsor of the landmark Mental Health Parity Act, which Congress passed in 1996 at Senator Wellstone's urging. This law establishes parity for annual and lifetime dollar limit coverage for mental health treatment. While its enactment marked an important victory in the fight to provide greater mental health treatment benefits, it is time to take the additional steps needed to truly provide mental health parity for all Americans.

The Senator Paul Wellstone Mental Health Equitable Treatment Act of 2003 (S. 486) requires health insurance coverage to provide equal coverage of mental health benefits as it does for medical and surgical benefits. This legislation will improve access to care for individuals who are living with mental illness by closing the loopholes used by insurance companies to limit coverage. I am a proud cosponsor of this important legislation. It should be the law. I call on Senate leadership to bring this bill up for a vote without delay as a fitting tribute to the memory of Senator Wellstone.

I also urge the Senate to address the current discrimination in Medicare that seriously restricts seniors' access to mental health benefits. Under Medicare, seniors and people with disabilities pay a 20 percent copayment for all Part B services except for mental health care services, for which patients are assessed a 50 percent copayment. In other words, when seniors visit a cardiologist for heart disease, an endocrinologist for diabetes treatment, or an oncologist for cancer treatment, they pay a 20 percent copayment for the cost of the visit. If, however, a senior citizen or a person with disabilities seeks treatment for a debilitating and possibly life threatening mental illness, they pay for half of the cost of care out of their own pockets. Consequently, Medicare beneficiaries, many of whom are on fixed incomes, face an insurmountable barrier in seeking treatment that could substantially improve or prolong their lives because of a discriminatory policy that treats mental health services and medical services differently.

We need to put an end to what is essentially discrimination by diagnosis. I, along with my colleague Senator SNOWE, introduced legislation that phases down the 50 percent copayment for mental health care services to 20 percent over 6 years. This legislation, entitled the Medicare Mental Health Copayment Equity Act (S. 853), will establish parity in the Medicare program and improve access to care for our senior and disabled beneficiaries living with mental illnesses.

In the memory of my dear friend, Senator Wellstone, I urge my colleagues to consider this legislation, in

addition to the Senator Paul Wellstone Mental Health Equitable Treatment Act of 2003. Together, these two bills will eliminate the stigma of mental health and establish mental health parity in both the private and public sectors. I ask for your support and hope that together we can fulfill Senator Wellstone's passionate vision by ending mental health discrimination for all individuals. •

TRANSPORTATION, TREASURY, AND INDEPENDENT AGENCIES APPROPRIATIONS ACT, 2004

Mr. NICKLES. Madam President, I rise in support of S. 2989, the Transportation, Treasury, and Independent Agencies Act for FY 2004, as reported by the Senate Committee on Appropriations.

I commend the distinguished Chairman and the Ranking Member for bringing to the Senate a carefully crafted spending bill within the Subcommittee's 302(b) allocation.

The pending bill provides \$26.0 billion in general purpose discretionary budget authority, an \$810 million decrease from FY2003. Including outlays from previously enacted legislation, the bill provides \$33.4 billion in outlays, which represents a \$1.9 billion increase from FY2003. These levels are at or below the subcommittee's 302(b) allocation.

For highways, including outlays from previously enacted legislation, \$31.6 billion in discretionary outlays is provided, which is equal to the subcommittee's 302(b) allocation.

For transit, the bill provides \$1.461 billion in BA and \$6.632 billion in outlays including outlays from previously enacted legislation. Both BA and outlays are equal to or below the subcommittee's 302(b) allocation.

The pending bill provides \$17.5 billion in mandatory budget authority and outlays, equal to the subcommittee's 302(b) allocation.

Mr. President, I ask unanimous consent that a table displaying the Budget Committee scoring of the bill be printed in the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

S. 1589, TRANSPORTATION, TREASURY APPROPRIATIONS, 2004 SPENDING COMPARISONS—SENATE-REPORTED BILL

(Fiscal year 2004 in millions of dollars)

	General purpose	Highways	Mass transit	Mandatory	Total
Senate-reported bill:					
Budget authority	26,038	0	1,461	17,518	45,017
Outlays	33,397	31,555	6,632	17,516	89,100
Senate Committee allocation:					
Budget authority	26,041	0	1,461	17,518	45,020
Outlays	33,397	31,555	6,634	17,516	89,102
2003 level:					
Budget authority	26,848	0	1,436	16,718	45,002
Outlays	31,458	31,264	6,551	16,722	85,995
President's request:					
Budget authority	26,172	0	1,290	17,518	44,980
Outlays	33,730	30,521	6,584	17,516	88,351
House-passed bill:					
Budget authority	26,324	0	1,424	17,518	45,266
Outlays	32,704	31,528	6,625	17,516	88,373
SENATE-REPORTED BILL COMPARED TO:					
Senate 302(b) allocation:					
Budget authority	-3	0	0	0	-3

S. 1589, TRANSPORTATION, TREASURY APPROPRIATIONS, 2004 SPENDING COMPARISONS—SENATE-REPORTED BILL—Continued

(Fiscal year 2004 in millions of dollars)

	General purpose	Highways	Mass transit	Mandatory	Total
Outlays	0	0	-2	0	-2
2003 level:					
Budget authority	-810	0	25	800	15
Outlays	1,939	291	81	794	3,105
President's request:					
Budget authority	-134	0	171	0	37
Outlays	-333	1,034	48	0	749
House-passed bill:					
Budget authority	-286	0	37	0	-249
Outlays	693	27	7	0	727

Note.—Details may not add to totals due to rounding. Totals adjusted for consistency with current scorekeeping conventions.

RUNWAY INCURSIONS

Mr. COCHRAN. Mr. President, I would like to take the opportunity to clarify language included in the Transportation, Treasury and General Government Appropriations bill for fiscal year 2004. My distinguished colleague, the Chairman of the Transportation Appropriations Subcommittee, Senator SHELBY, worked to ensure that important funding was provided for the Federal Aviation Administration to address the problem of runway incursions at our Nation's airports.

I share his concern about reports of runway incursions and surface incidents. It is my hope that the FAA will use the funding provided to them to test new technologies that could significantly improve this situation. Testing at one of the 90 "hot spot" airports identified by the FAA should include accurate and reliable non-cooperative sensors, such as millimeter wave sensors, that can form a distributed radar and optical identification local network. The technologies tested should also include synchronized 2D and 3D graphic displays.

I would ask the chairman to clarify the funding provided by the subcommittee to address runway incursion prevention devices at our Nation's airports.

Mr. SHELBY. Indeed, my colleague from Mississippi is correct. The Senate bill does include funding for the Federal Aviation Administration to address problems of runway incursions, and it is my hope the FAA will perform testing as the Senator from Mississippi described.

Mr. COCHRAN. Mr. Chairman, thank you for clarifying this issue and for your leadership and support in addressing this important issue.

FAIR COMPETITIVE BID PROCEDURE

Mr. BROWNBACK. The House passed FY04 Transportation bill contains a provision to assist the States in initiating a Fair Competitive Bid Procedure for State-assisted intercity rail passenger operations. The objective of the provision is to allow States the option of providing competitive intercity passenger rail. The House provision